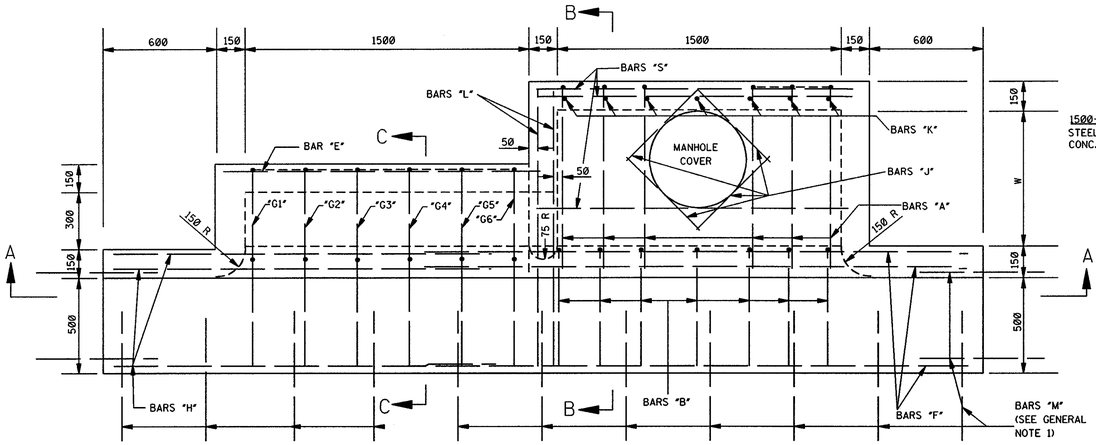
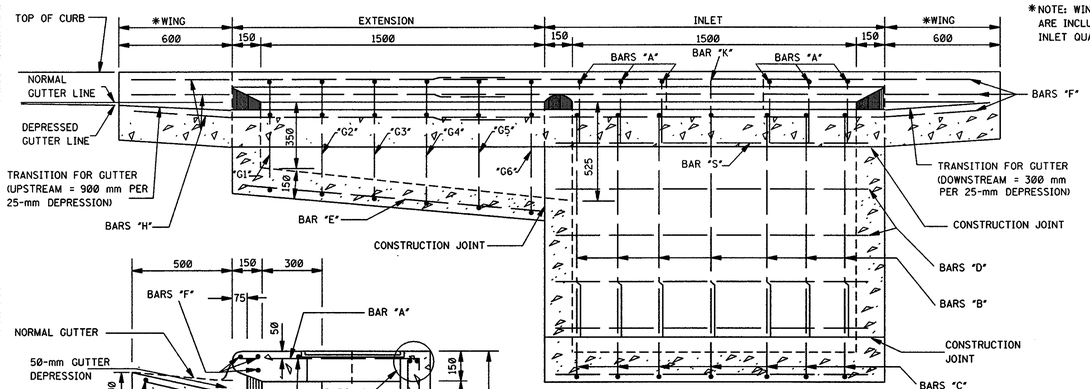
STATE	PROJECT NO.
MISS.	

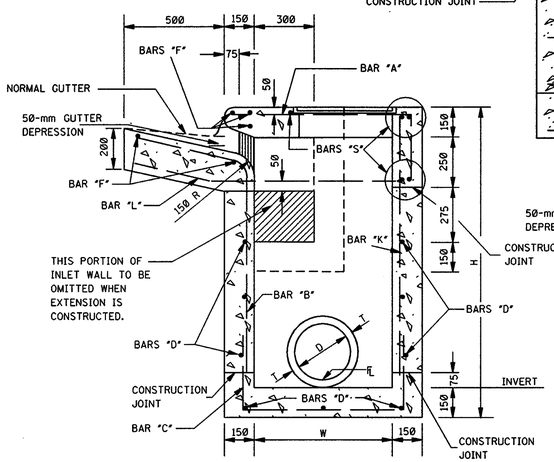


PLAN

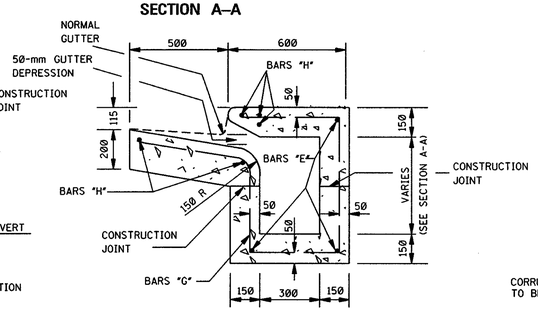


*NOTE: WING QUANTITIES ARE INCLUDED IN INLET QUANTITIES.

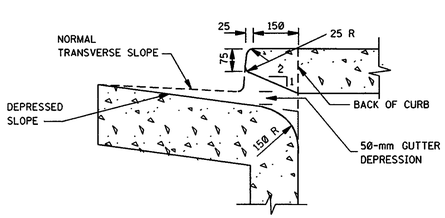
SECTION A–A



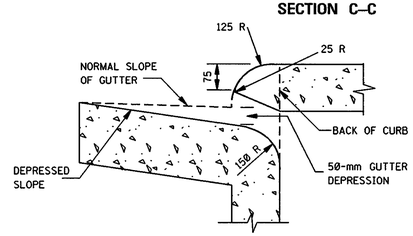
SECTION B–B



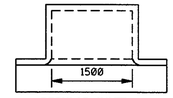
SECTION C–C



THROAT DETAIL OF BARRIER CURB

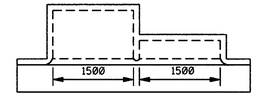


THROAT DETAIL OF ROLLED CURB



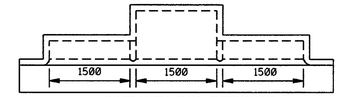
REGULAR INLET

1500-mm INLET
STEEL = 0.0129W + 0.0139Y + 1.7W' + 3.4H' + 54.0
CONC. = (0.0003WY + 0.495W + 0.540Y + 394)/1000



INLET WITH ONE EXTENSION

3000-mm INLET
STEEL = 0.0129W + 0.0139Y + 1.7W' + 3.4H' + 103.1
CONC. = (0.0003WY + 0.495W + 0.540Y + 1043)/1000



INLET WITH TWO EXTENSIONS

4500-mm INLET
STEEL = 0.0129W + 0.0139Y + 1.7W' + 3.4H' + 152.2
CONC = (0.0003WY + 0.495W + 0.540Y + 1692)/1000

PLAN OF INLET AND EXTENSIONS

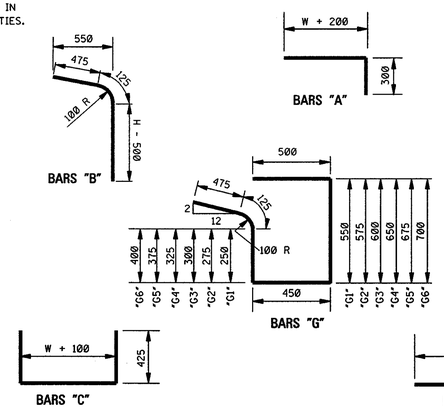
NOTES:
1. W AND H ARE EXPRESSED IN MILLIMETERS.
2. W' = (W + 100)/300 ROUNDED TO NEAREST WHOLE NUMBER.
3. Y = (H-150).
4. H' = (H - 625)/300 TRUNCATED TO NEAREST WHOLE NUMBER.
5. NO DEDUCTIONS ARE MADE FOR PIPE OPENINGS IN FORMULAS.

ADD. CONCRETE PER METER OF H		ADD. CONCRETE PER METER OF W	
W	m^3/m	H	m^3/m
750	0.765	1050	0.765
900	0.809	1200	0.809
1050	0.855	1350	0.855
1200	0.902	1500	0.899
1350	0.945	1650	0.945
1500	0.991	1800	0.991
1650	1.035	1950	1.035
1800	1.081	2100	1.081
1950	1.125	2250	1.125
2100	1.169	2400	1.171
		2550	1.215

QUANTITIES FOR ONE EXTENSION					
BAR	SIZE	LENGTH	SPACING	NUMBER	† MASS
"E"	#13	1700	AS SHOWN	3	5.1
"G"	#13	SEE SCHEDULE	275	6	14.9
"H"	#19	2025	AS SHOWN	5	22.7
"L"	#19	1425	AS SHOWN	2	6.4
TOTAL STEEL FOR ONE EXTENSION = 49.1 kg					
TOTAL CONCRETE FOR ONE EXTENSION = 0.649 m^3					

†NOTE: WHERE EXTENSION IS USED WITH CONCRETE PAVEMENT, ADD 11.9 kg OF STEEL FOR BARS "M".

BAR "G" SCHEDULE
BAR "G"	LENGTH
"G1"	2350
"G2"	2400
"G3"	2450
"G4"	2525
"G5"	2600
"G6"	2650



BAR DETAILS

W=750	BILL OF REINFORCING STEEL FOR 1-1500-mm INLET																			
H	BAR "A" L = 1250 #13 @ 225		BAR "C" L = 1700 #13 @ 225		BAR "S" L = 1700 #13 @ 300		BAR "D" L = 1700 #13 @ 300±		BAR "F" L=2900 #19		BAR "J" L=675 #13		BAR "B" #13 @ 225		BAR "K" #13 @ 225±		* TOTAL STEEL	TOTAL CONC.
	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	LGTH.	NO.	LGTH.	NO.	Kg	Kg	m^3
1050	6	7.5	7	11.8	5	8.4	5	8.4	5	32.4	4	2.7	1150	7	8.0	775	7	5.4	84.6	1.45
1200	6	7.5	7	11.8	5	8.4	7	11.8	5	32.4	4	2.7	1300	7	9.0	925	7	6.4	90.0	1.57
1350	6	7.5	7	11.8	5	8.4	7	11.8	5	32.4	4	2.7	1450	7	10.1	1075	7	7.5	92.2	1.68
1500	6	7.5	7	11.8	5	8.4	9	15.2	5	32.4	4	2.7	1600	7	11.1	1225	7	8.5	97.6	1.80
1650	6	7.5	7	11.8	5	8.4	9	15.2	5	32.4	4	2.7	1750	7	12.2	1375	7	9.6	99.8	1.91
1800	6	7.5	7	11.8	5	8.4	11	18.6	5	32.4	4	2.7	1900	7	13.2	1525	7	10.6	105.2	2.03
1950	6	7.5	7	11.8	5	8.4	11	18.6	5	32.4	4	2.7	2050	7	14.3	1675	7	11.7	107.4	2.14
2100	6	7.5	7	11.8	5	8.4	13	22.0	5	32.4	4	2.7	2200	7	15.3	1825	7	12.7	112.8	2.26
2250	6	7.5	7	11.8	5	8.4	13	22.0	5	32.4	4	2.7	2350	7	16.4	1975	7	13.7	114.9	2.37

W=900	BILL OF REINFORCING STEEL FOR 1-1500-mm INLET																			
H	BAR "A" L = 1400 #13 @ 225		BAR "C" L = 1850 #13 @ 225		BAR "S" L = 1700 #13 @ 300		BAR "D" L = 1700 #13 @ 300±		BAR "F" L=2900 #19		BAR "J" L=675 #13		BAR "B" #13 @ 225		BAR "K" #13 @ 225±		* TOTAL STEEL	TOTAL CONC.
	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	LGTH.	NO.	LGTH.	NO.	Kg	Kg	m^3
1050	6	8.3	7	12.9	5	8.4	5	8.4	5	32.4	4	2.7	1150	7	8.0	775	7	5.4	86.5	1.57
1200	6	8.3	7	12.9	5	8.4	7	11.8	5	32.4	4	2.7	1300	7	9.0	925	7	6.4	91.9	1.69
1350	6	8.3	7	12.9	5	8.4	7	11.8	5	32.4	4	2.7	1450	7	10.1	1075	7	7.5	94.1	1.81
1500	6	8.3	7	12.9	5	8.4	9	15.2	5	32.4	4	2.7	1600	7	11.1	1225	7	8.5	99.5	1.93
1650	6	8.3	7	12.9	5	8.4	9	15.2	5	32.4	4	2.7	1750	7	12.2	1375	7	9.6	101.7	2.05
1800	6	8.3	7	12.9	5	8.4	11	18.6	5	32.4	4	2.7	1900	7	13.2	1525	7	10.6	107.1	2.18
1950	6	8.3	7	12.9	5	8.4	11	18.6	5	32.4	4	2.7	2050	7	14.3	1675	7	11.7	109.3	2.30
2100	6	8.3	7	12.9	5	8.4	13	22.0	5	32.4	4	2.7	2200	7	15.3	1825	7	12.7	114.7	2.42
2250	6	8.3	7	12.9	5	8.4	13	22.0	5	32.4	4	2.7	2350	7	16.4	1975	7	13.7	116.8	2.54

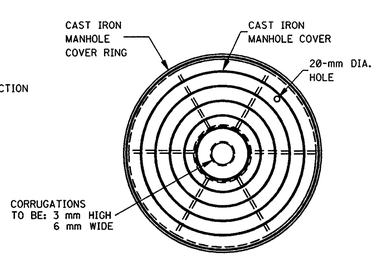
W=1050	BILL OF REINFORCING STEEL FOR 1-1500-mm INLET																			
H	BAR "A" L = 1550 #13 @ 225		BAR "C" L = 2000 #13 @ 225		BAR "S" L = 1700 #13 @ 300		BAR "D" L = 1700 #13 @ 300±		BAR "F" L=2900 #19		BAR "J" L=675 #13		BAR "B" #13 @ 225		BAR "K" #13 @ 225±		* TOTAL STEEL	TOTAL CONC.
	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	NO.	Kg	LGTH.	NO.	LGTH.	NO.	Kg	Kg	m^3
1050	6	9.2	7	13.9	5	8.4	6	10.1	5	32.4	4	2.7	1150	7	8.0	775	7	5.4	90.1	1.68
1200	6	9.2	7	13.9	5	8.4	8	13.5	5	32.4	4	2.7	1300	7	9.0	925	7	6.4	95.5	1.81
1350	6	9.2	7	13.9	5	8.4	8	13.5	5	32.4	4	2.7	1450	7	10.1	1075	7	7.5	97.7	1.94
1500	6	9.2	7	13.9	5	8.4	10	16.9	5	32.4	4	2.7	1600	7	11.1	1225	7	8.5	103.1	2.07
1650	6	9.2	7	13.9	5	8.4	10	16.9	5	32.4	4	2.7	1750	7	12.2	1375	7	9.6	105.3	2.20
1800	6	9.2	7	13.9	5	8.4	12	20.3	5	32.4	4	2.7	1900	7	13.2	1525	7	10.6	110.7	2.32
1950	6	9.2	7	13.9	5	8.4	12	20.3	5	32.4	4	2.7	2050	7	14.3	1675	7	11.7	112.9	2.45
2100	6	9.2	7	13.9	5	8.4	14	23.7	5	32.4	4	2.7	2200	7	15.3	1825	7	12.7	118.3	2.58
2250	6	9.2	7	13.9	5	8.4	14	23.7	5	32.4	4	2.7	2350	7	16.4	1975	7	13.7	120.4	2.71

* NOTE: WHERE INLET IS USED WITH CONCRETE PAVEMENT, ADD 32.8 kg OF STEEL FOR BARS "M".

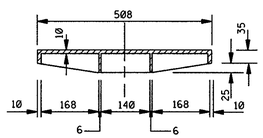
GENERAL NOTES:

1. WHERE INLET OR INLET WITH EXTENSION(S) IS USED WITH CONCRETE PAVEMENT WITH INTERGRAL CURB, THE PAVEMENT IS TO BE BLOCKED OUT TO THE DIMENSIONS AS SHOWN FOR THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSION(S). THE PORTION BLOCKED OUT SHALL BE PLACED INTEGRAL WITH THE TOP OF THE INLET OR INLET WITH EXTENSION(S). #25 DEFORMED BARS 750 mm LONG SHALL BE PLACED ON 450-mm CENTERS AT THE CENTER OF THE PAVEMENT. THESE BARS SHALL EXTEND INTO THE GUTTER PORTION OF THE INLET OR INLET WITH EXTENSION(S) 375 mm. THE CONSTRUCTION JOINT BETWEEN THE CONCRETE PAVEMENT AND THE INLET OR INLET WITH EXTENSION(S) SHALL BE A KEYED JOINT AS SHOWN. A SMOOTH CONSTRUCTION JOINT WILL NOT BE PERMITTED. QUANTITIES FOR BLOCKED OUT AREA OF PAVEMENT SHALL BE INCLUDED IN QUANTITIES FOR INLET OR INLET WITH EXTENSION(S).
2. THE STANDARD SPECIFICATIONS ADOPTED BY THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION SHALL APPLY TO ALL ITEMS ON THIS SHEET.
3. THE QUANTITIES SHOWN, MINUS VOLUMETRIC DISPLACEMENT OF CONCRETE BY PIPE CULVERTS THROUGH INLET WALLS, WILL BE USED AS THE BASIS OF FINAL PAYMENT UNLESS THIS PLAN IS MODIFIED.
4. FOR CONVENIENCE, DEPTHS OF INLETS SHOWN IN ABOVE TABLE ARE INCREMENTS OF 150 mm. BUT ANY DEPTHS OTHER THAN THESE SHOWN MAY BE USED WHEREVER DEEMED NECESSARY. QUANTITIES FOR OTHER DEPTHS, FALLING WITHIN THE LIMITS OF THE TABLE, MAY BE FOUND BY INTERPOLATION.
5. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER. NO DEDUCTIONS ARE TO BE MADE IN STEEL QUANTITIES.

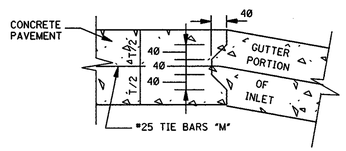
ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.



PLAN

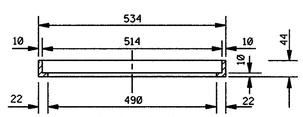


SECTION THRU MANHOLE COVER



DETAIL OF KEYED CONSTRUCTION JOINTS

NOTE: FIELD BEND BARS "L" TO CENTER OF GUTTER SECTION



SECTION THRU MANHOLE COVER RING

NOTE: MASS OF RING & COVER = 35.8 kg

DATE	REVISION	BY	

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

STORM SEWER STRUCTURE TYPE SS-2

METRIC

WORKING NUMBER SS-2

SHEET NUMBER 322

ISSUE DATE: OCTOBER 1, 1998